

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 21-22, 2003

Reference No.: 2.8c.(2)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Deborah Mah
Division Chief
Mass Transportation

Ref: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION PER
RESOLUTION G-01-21, FOR LOCAL STIP TRANSIT PROJECT, WAIVER-03-08**

ISSUE:

Resolution G-01-21, STIP Guidelines, adopted by the California Transportation Commission (Commission) on July 12, 2001, stipulates that funds allocated for construction must be encumbered by the award of a contract within twelve months of the date of the allocation of funds. After the award of the contract, the local agency or Caltrans has up to 36 months to complete the contract.

For the project listed in Attachment I, the responsible agency will not be able to meet the deadline as specified in accordance with the STIP Guidelines. The responsible agency has requested an extension to allow sufficient time to resolve outstanding issues.

RECOMMENDATION:

The Department of Transportation recommends the Commission approve the time extension for the period of Project Completion for the project listed in Attachment I.

BACKGROUND:

The Commission approved Resolution MFP-99-32 on June 15, 2000 allocating \$805,000 STIP funds for the project. The delay that has resulted in the extension request is described in Attachment I.

Attachment

May 2003 Meeting Waiver/Time Extension Requests		
Regional Agency	Extension Amount	Number of Months Requested
Local Agency	Fund Type	Extended Deadline
	Component	CT Recommendation
Metropolitan Transportation Commission	\$805,000	12 Months
Peninsula Corridor Joint Powers Board	SHA	6/30/04
Central Control System & Track Improvements PPNO 04-2142 <u>Extension for Project Completion</u>	Construction	Support
Reason for Project Delay: The construction and installation phase of this project was delayed in part due to the need to allow BART to complete their portion of work at the new Milbrae intermodal station and in part to incorporate this work into two larger construction packages known as the North and South CTX contracts. Combining them into larger construction packages achieved significant economies of scale and more competitive bidding, and reduced impact on the operation of the Cal Train commuter rail service.		